

significant reduction in the risk of a discharge of oil.

We must then determine if both—

- The owner of the tank vessel has entered into a binding agreement to alter the tank vessel in a shipyard in the United States to reduce the gross tonnage of the tank vessel by converting a portion of the cargo tanks of the vessel into PL/SBT; and
- The conversion will result in a significant reduction in the risk of a discharge of oil.

Section 3703a requires that we must then provide public notice and a sixty-day comment period on each application before we can issue a waiver.

Alterations under this waiver must be completed by the later of either July 1, 1999, or the date of the vessel's next special hull survey after November 18, 1997.

#### Application for the R.T.C. 90

Our records show that the Reinauer Transportation Companies (RTC) tank vessel R.T.C. 90, Official Number 625082, is a U.S. certificated single hull oil tank barge which was built in 1980. The barge was originally admeasured with a gross tonnage of 5,455. According to 46 U.S.C. 3703a(c)(3), the barge's double hull compliance date is January 1, 2005.

With an approved waiver, RTC will reduce its vessel's gross tonnage to less than 5,000 gross tons (GT). Its new double hull compliance date under § 3703a(e) would be January 1, 2008.

The application from RTC meets the requirements for a waiver under § 3703a(e) by having provided the following:

- Waiver application for the tank vessel R.T.C. 90, received on December 19, 1997;
- "Statement of Attestation" that the R.T.C. 90's gross tonnage was not reduced by a contract or shipyard alteration on or before July 1, 1997;
- Copy of its repair contract with Caddell Drydock and Repair Company Inc, of Staten Island, New York, to complete the modifications to the R.T.C. 90 by installing a new bulkhead at frame 6 and converting the spaces forward of this bulkhead to PL/SBT for the vessel's reduction of tonnage; and
- Appropriate supplementary materials.

Based on the supplementary materials provided by RTC for the tank vessel R.T.C. 90, we have determined the following:

- RTC can complete the tank barge modifications before September 2000, the date of the vessel's next classification society special survey.

- RTC's probabilistic oil outflow signature of the proposed vessel modifications will reduce the EOS by 21%.

RTC's complete waiver application has been placed in the docket for public review at the address under **ADDRESSES**. We will consider all comments received during the comment period before taking final action on the RTC waiver application for the modification and reduction of tonnage to the tank vessel R.T.C. 90.

Dated: April 25, 1999.

**R.G. North,**

*Assistant Commandant for Marine Safety and Environmental Protection.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Availability of a Final Environmental Impact Statement on the Potomac Consolidated Terminal Radar Approach Control (TRACON) Facility

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of availability of a Final Environmental Impact Statement for the Potomac Consolidated TRACON.

**SUMMARY:** The Federal Aviation Administration (FAA) has released a Final Environmental Impact Statement (FEIS) for construction of a new Terminal Radar Approach Control (TRACON) facility in the Baltimore-Washington area. The proposed action is to consolidate four stand-alone TRACONs located at Baltimore-Washington International Airport, Ronald Reagan Washington National Airport, and Washington Dulles International Airport; and the FAA operated TRACON located at Andrews Air Force Base, Maryland. The new Potomac Consolidated TRACON (PCT) would be located at a site in Northern Virginia. The preferred site is at the former Vint Hill Farms Station near Warrenton, VA.

**DATES:** Written comments on the FEIS will be accepted until June 1, 1999. Written comments may be sent to: FAA Potomac TRACON Project, c/o Mr. Fred Bankert, PRC Inc., 12005 Sunrise Valley Drive, Reston, VA 20191-3423.

**FOR FURTHER INFORMATION CONTACT:** Mr. Joseph Champley, Project Support Specialist, Federal Aviation Administration, (800) 762-9531, Email:joe.champley@faa.gov.

**SUPPLEMENTARY INFORMATION:** A TRACON facility provides radar air traffic control services to aircraft operating on Instrument Flight Rules (IFR) and Visual Flight Rules (VFR) procedures generally beyond 5 miles and within 50 miles of the host airport at altitudes from the surface to approximately 17,000 feet. These distances and altitudes may vary depending on local conditions and infrastructural constraints such as adequate radar and radio frequency coverage. The primary function of the TRACON is to provide a variety of air traffic control services to arrival, departure, and transient aircraft within its assigned airspace. These services include aircraft separation, in flight traffic advisories and navigational assistance. The four existing TRACON facilities provide terminal radar air traffic control services to the four major airports and a number of small reliever airports located within the Baltimore-Washington area.

In accordance with regulations implementing the National Environmental Policy Act, a range of alternatives is considered in the FEIS including replacement or refurbishment of three of the four existing TRACONs, partial consolidation, No Action and full consolidation. The full consolidation alternative would not cause significant environmental impact in any of the 23 impact categories assessed.

Since there was minimal comment on the Draft Environmental Impact Statement during the 45-day comment period, the entire document has not been republished. Copies of the comments and responses are available for review at major libraries in the study area. A summary of the FEIS can be viewed on the Internet at <http://www.faa.gov/ats/potomac>.

Dated: April 19, 1999 in Washington, DC.

**John Mayrhofer,**

*Director, TRACON Development Program.*

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## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

#### Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review

**AGENCY:** Maritime Administration, DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44